



CITY OF BEVERLY HILLS
TRAFFIC & PARKING COMMISSION

June 20, 2016

TO: Traffic & Parking Commission

FROM: Aaron Kunz, Deputy Director of Transportation
Martha Eros, Transportation Planner

SUBJECT: Southwest Area and Moreno Drive Traffic Calming

ATTACHMENTS:

- A. Fehr & Peers Memorandum
- B. Traffic & Parking Commission – 1992 Southwest Area Livable Streets
- C. Traffic & Parking Commission - 2002 Southeast Area Neighborhood Traffic Management Plan
- D. Public Notice
- E. Correspondence

The Traffic & Parking Commission will consider a process and timeline for evaluating possible traffic calming measures for the Southwest area of the City, including the high school. The project area includes the neighborhood bordered by South Santa Monica Boulevard, Wilshire Boulevard, South Beverly Drive, and Whitworth Drive.

Introduction

Residents in the Southwest Area of the City and the Beverly Hills School District have expressed concerns of cut-through traffic generated from development projects in Century City, including the SM 10000 Crescent Heights residential tower on Moreno Drive. The SM 10000 project has agreed to contribute \$200,000 towards traffic studies, traffic improvements and/or traffic calming measures once the building reaches 75% occupancy. The 40-story residential project is expected to open in the fall of 2016, and the timeframe for the building reaching 75% occupancy is unknown at this time.

Staff met with representatives of the Southwest Homeowners Association (HOA) on March 25, 2016 to gather observations and gain insight on the Livable Streets traffic calming study conducted circa 1989-1992. Staff provided information on upcoming development and construction projects in the City that will contribute to citywide traffic congestion, including the reconstruction of North Santa Monica Boulevard, Metro subway construction activity, and private development projects. Staff shared that the traffic mitigation "toolbox" for the North Santa Monica Boulevard Reconstruction Project includes measures to mitigate traffic in the Southwest Area as needed, including turn restrictions and diverters onto resident street blocks.

The HOA representatives shared current and past experiences with local traffic; expressed concerns with the construction cost of installing bollards at Moreno Drive plus ongoing operations (i.e., Traffic Control Officers, who/how bollards raised/lowered); and suggested incremental improvements ranging from peak-hour turn restrictions and increased traffic enforcement to a (red-light) traffic camera at the Moreno Drive/Durant Drive intersection to cite violators. The HOA representatives expressed interest in testing low cost alternatives prior to the City expending funds on traffic studies and bollards, and proposed signage to enforce evening peak-hour left turn restrictions from eastbound Moreno Drive to northbound Durant,

Robbins and Young Drives, and right-turn restrictions from South Santa Monica Boulevard to Charleville Boulevard.

Staff met with the City Council/Traffic & Parking Commission Liaison Committee on April 14, 2016 to receive direction on this FY16/17 Priority item. In addition to Mayor Mirisch, Councilmember Gold, Chair Manaster and Vice-Chair Seidel, the Southwest HOA members were present at the meeting. The Liaison Committee concurred that the Traffic & Parking Commission should review traffic calming strategies for the Southwest Area and provide a recommendation of which traffic calming measures, if any, should be further studied.

Process and Evaluation

The scope of work for a traffic calming study typically includes:

- Define project area boundaries
 - a. South Santa Monica Boulevard and Moreno Drive gateway only?
 - b. South Santa Monica Boulevard and Moreno Drive street blocks/corridor?
 - c. Southwest project area north of Olympic Boulevard?
 - d. Entire Southwest project area?
- Identify nature and extent of existing and/or perceived traffic conditions
 - a. Data to quantify traffic volume/capacity and speed
 - b. Locations/intersections
 - c. AM and/or PM peak hours
- Determine potential environmental impacts or implications
 - a. Regional significance
 - b. Projections regarding rerouting and/or other changes in driver behavior
 - c. Assessment of impacts based on projected changes
- Establish a timeline
 - a. Evaluation/study
 - b. Pilot period
 - c. Community outreach

Transportation Planning staff requested a preliminary outline of potential approaches to study traffic calming in the Southwest Area from its on-call traffic engineering consultant, *Fehr & Peers*. Each of the following approaches includes data collection, development of traffic calming measures, applying industry standards to project the effectiveness of the proposed measures, evaluating potential environmental impacts to determine if impacts are created by diverting traffic, and public outreach:

- 1: Installation of retractable bollards on Moreno Drive.
- 2a: Installation of retractable bollards on Moreno Drive, plus traffic calming measures immediately adjacent to Moreno Drive.
- 2b: Traffic calming measures immediately adjacent to Moreno Drive without bollards.
- 3: Installation of retractable bollards on Moreno Drive, plus a broader traffic calming strategy for the Southwest Area, between Santa Monica Boulevard to South Beverly Drive.

- 4: Implement specific turn restrictions during the afternoon peak period at several locations in the immediate vicinity of Moreno Drive without the use of physical measures.

The Traffic & Parking Commission reviewed potential scopes of work for studying traffic calming strategies for the Southwest Area at the May 2016 meeting as a study session item. The Commission requested a special evening meeting, with noticing to the entire Southwest area, to obtain additional public input from residents.

Ten residents provided public comment at the May 5, 2016 Traffic & Parking Commission, most opposing the installation of speed humps/bumps on the north/south residential streets. Several residents expressed that the entire Southwest project area should be noticed for future meetings. Additionally, 16 letters were received, with the majority opposing speed humps.

Noticing

Notices advising of the Traffic & Parking Commission Special Meeting on June 20, 2016 were mailed to 3,403 households located within the project area, including the Beverly Hills Unified School District. The notice was also emailed to 18 interested parties that contacted staff and/or participated in the May Commission meeting.

Recommendation

That the Traffic & Parking Commission recommend to the City Council:

- 1) A process and scope of work to evaluate traffic calming for the Southwest Area and Moreno Drive
- 2) Timeline to initiate a study to coordinate with the North Santa Monica Boulevard Reconstruction Project and the occupancy of the 10000 SM Blvd Project.

ATTACHMENT A



MEMORANDUM

Date: April 28, 2016
To: Aaron Kunz, City of Beverly Hills
From: Steve Brown and Jaimee Bourgeois
Subject: **Traffic Calming Strategy for the Southwest Area**

LA15-2772

Background

Following a request by City Council, staff has asked for our assistance to develop a **process** for considering traffic calming measures for the Southwest Area of Beverly Hills. The area under consideration is generally bound by the City limit to the west, Olympic Boulevard to the south, Beverly Drive to the east and Wilshire Boulevard to the north, as shown on Figure 1. We understand the reason for the request to consider traffic calming measures is to manage cut-through traffic in the area associated with jobs in Century City and the additional traffic expected to be generated by SM 10000 (i.e., Crescent Heights), a residential project under construction at the corner of South Santa Monica Boulevard and Moreno Drive. Included below are options for size of the scope and associated schedule and cost for each.

Option 1

We understand the City Council might consider the installation of retractable bollards on South Moreno Drive south of the SM 10000 projects to eliminate southbound cut-through traffic during certain times of the day and days of the week. The tasks to evaluate this option would include the following:

- 7-day tube count on Moreno Drive to identify the distribution of traffic volume throughout the week
- Comparison of Moreno Avenue traffic pattern with Beverly Hills High School bell times
- Identification of installation location and times of day/day of week that they would be in the “up” position



Option 2

A more expanded scope of work includes the bollard assessment under Option 1, plus identification of traffic calming measures in the vicinity of Moreno Drive to address the likely redistribution of traffic associated with the bollards. Such measures may include those for volume control (e.g., full and partial closures) and/or speed control (e.g., speed humps/tables, traffic circles, chicanes, narrowings).

In addition to the tasks outlined for Option 1, Option 2 would also include the following tasks:

- Broader traffic data collection to identify existing travel patterns in the immediate area
- Initial community outreach to present traffic data, hear existing traffic-related concerns, present a toolbox of traffic calming treatment options, and receive initial feedback regarding options
- Development of a traffic calming strategy with one to three treatments
- If necessary, completion of a traffic impact assessment to estimate trip redistribution and determine impacts to the roadway network
- Processing of environmental clearance, which might include a negative declaration, a mitigated negative declaration or an environmental impact report, depending on the extent of impacts, including proper noticing and coordination with Los Angeles/Century City
- Follow-up community outreach to present the traffic calming strategy and receive public input
- Return to City Council for consideration

Option 2B

Should the City wish to not move forward with the evaluation of bollards at this time but still identify traffic calming measures for the area in the immediate vicinity of Moreno Drive, measures for volume control and/or speed control could still be considered. The specific steps would be similar to those listed above under Option 2.



Option 3

An even broader option is to develop a traffic calming strategy for the greater Southwest area. In addition to the tasks outlines above for Option 1, Option 3 would also include the following tasks:

- Broader traffic data collection to identify existing travel patterns in the Southwest area
- Broader community outreach to present traffic data, hear existing traffic-related concerns, present a toolbox of traffic calming treatment options, and receive initial feedback regarding options
- Development of a traffic calming strategy with three or more treatments for the broader Southwest area
- If necessary, completion of a traffic impact assessment to estimate trip redistribution and determine impacts to the roadway network, if any
- Processing of environmental clearance, which might include a negative declaration, a mitigated negative declaration or an environmental impact report, depending on the extent of impacts, including proper noticing and coordination with Los Angeles/Century City
- Follow-up community outreach to present the traffic calming strategy and receive public input
- Return to City Council for consideration

Option 4

Another approach is to address traffic volume increases in the area by implementing specific turn restrictions during the PM peak period at several locations in the immediate vicinity of Moreno Drive. This option would be less expensive to study and implement but might include signal modifications if activated blank-out signs are installed at any signalized intersections (i.e., extinguishable signs that activate automatically by a clock). Without the use of physical measures, this option would depend more on police enforcement for compliance. The tasks to evaluate this option would include the following:

- Data collection to establish existing conditions
- Estimation of trip redistribution to determine volume increases on alternate routes
- Processing of environmental clearance
- Community outreach to present the results of the assessment and receive public input
- Return to City Council for consideration



Schedule

The broader the study area, the more time it will likely take to come to consensus on a preferred plan. As such, each option is expected to take increasingly more time to complete the **planning phase**.

Option 1 – 6 to 9 months

Option 2 – 8 to 12 months

Option 2B – 6 to 12 months

Option 3 – 9 to 18 months

Option 4 – 6 to 9 months

Additional time would be needed after the planning phase to design and construct the treatments. The design and construction phases could each range between 3 to 6 months. Commencement of construction, however, would depend on when it is programmed into the City's Capital Improvement Program.

Cost

The costs associated with each option will include consultant services for planning and design and construction cost, including capital expenditures. While the total cost would vary depending on the number of measures proposed and the level of environmental clearance required, the values presented in Table 1 are assumed to be at the upper end of what is expected.

It is important to recognize that there would also be staff time to oversee the planning, design and construction phases as well as on-going efforts associated with going into the field to raise the bollards multiple times a day and days of the week.



TABLE 1
TOTAL ESTIMATED COST BY OPTION

Option	Planning Consultant Services	Design Consultant Services	Construction	Total
1	\$40,000	\$25,000	\$40,000 ¹	\$95,000
2	\$80,000	\$55,000	\$80,000	\$215,000
2B	\$40,000	\$30,000	\$50,000	\$120,000
3	\$90,000	\$90,000	\$130,000	\$310,000
4	\$10,000 ²	\$15,000	\$20,000	\$45,000

Source: Fehr & Peers.

Notes:

1. The cost to install retractable bollards can vary significantly depending on the type of technology selected. The cost presented reflects a low-end price option.
2. The level of effort can vary for consultant services. The cost presented assumes that volume shifts would be estimated to determine relative percent volume changes for up to 10 alternate routes. Intersection peak hour level of service calculations are not included.

Additional Considerations

Temporary installations can be considered for most of the treatments if a trial period is desirable. For example, temporary barricades and signage could be installed to test the bollard treatment prior to procurement and installation of permanent retractable bollards. This can minimize cost if the treatment is identified for removal but also may result in additional cost if permanent features later replace the temporary features.

It can be difficult to come to consensus on an area-wide traffic calming plan, so the community outreach effort under Option 3 could potentially become an iterative process requiring more meetings.

While the intent of traffic calming is to slow down vehicles and or guide motorists to specific routes, these changes to the road network may also affect emergency response times. As such, the police and fire department should be included in the process of identifying a preferred plan.

ATTACHMENT B



Livable Streets Traffic Study, 1989-1991 (Southwest)

"In 1988, the City Council appointed a 15-member citizens' Livable Street Committee (LSC) to identify critical problems associated with the residential street environment and possible mitigation¹" measure for the Southwest portion of Beverly Hills. Following "thousands of hours of meetings, research and public input gathering," the LSC presented a concept plan for public consideration at a Special Traffic & Parking Commission meeting in November 1990.

The concept plan included a combination of diverters, street chokers (narrowing streets at midblock), speed humps, AM peak hour left-turn restrictions, PM peak hour right-turn restrictions, and prohibition of north/south cross traffic on Olympic Boulevard. The traffic calming measures were proposed for a 4-month test period. Approximately 47 comments were received at the Special meeting, with the majority of speakers opposing the concept plan on the "basis that they did not feel that the traffic problem was substantial enough for the anticipated inconvenience" to residents.

Following the Special meeting, a modified/reduced concept plan with turn restrictions and speed humps only was tested in the 200 and 300 north/south street blocks in the project area. Due to resident and commuter complaints regarding noise related to speed humps and reduced street access, the City Council discontinued most elements of the Livable Streets concept.

Ultimately, a reduced traffic calming scope was implemented in September 1991, which included weekday AM and PM turn restrictions from Olympic Boulevard onto northbound residential streets; from Beverly Drive onto Gregory Way; and from South Santa Monica Boulevard onto Charleville Boulevard. The remaining traffic calming elements of the Livable Streets program were suspended in December 1991.

¹ Traffic & Parking Commission, Interoffice Communication, July 16, 1990



CITY OF BEVERLY HILLS
TRAFFIC & PARKING COMMISSION

Meeting of October 1, 1992

TO: Traffic & Parking Commission
FROM: Maria Rychlicki, Director *TRC*
SUBJECT: Livable Streets -- Discussion of Turn Restrictions in Southwest Area

Introduction

The City Council requested at its September 22, 1992 meeting that the Traffic and Parking Commission revisit the issue of the peak hour restrictions into the residential area south of the City's business triangle.

The turn restrictions were installed in September 1991 as the second phase of the City's Livable Street Demonstration Project and included the following:

Between 7:00 and 9:00 a.m., Monday through Friday:

- No right turn from westbound Olympic Boulevard to northbound El Camino, Rodeo, Peck, Bedford, McCarty, and Linden Drives;
- No through traffic across Olympic Boulevard along northbound Camden, Roxbury and Spalding Drives; and
- No left turn from Beverly Drive to Gregory Way.

Between 4:00 and 6:30 p.m., Monday through Friday:

- No right turn from South Santa Monica Boulevard to Moreno Drive and Charleville Boulevard.

The program was suspended in December 1991.

Summary of Test Findings

Based on traffic counts taken in Fall 1991, the right turn prohibitions onto El Camino, Rodeo, Peck, Bedford, McCarty and Linden Drives reduced the volume of peak hour right turns (from 204 to 138). However, right turns onto Camden, Roxbury and Spalding, as would be expected, increased (from 190 to 359). The through movements at these locations decreased (from 299 to 31).

In summary, while slight increases in turn and through movements were seen on individual streets, the redistribution of traffic movements resulted in a net decrease in northbound traffic on all nine north/south streets by up to 150 cars during the restricted period.

The restrictions did not result in an increase of traffic on adjacent residential streets. Traffic was diverted to Beverly Drive as intended by the program. Traffic volume on Olympic Boulevard was unchanged, but increased on both Gregory Way and Charleville Boulevard.

The p.m. peak hour restrictions on South Santa Monica Boulevard prohibiting right turns onto Moreno Drive and Charleville Boulevard were not effective due to excessive violations.

During the test period, the signal phasing at Olympic and Camden, Roxbury and Spalding was modified to accommodate the through movement prohibition for safety reasons. This resulted in a small decrease in the amount of green time for the east/west traffic on Olympic, which negatively impacted the progression of traffic on Olympic Boulevard. If the program were installed on a permanent basis, a revised signal timing plan has been developed which should alleviate the progression problem.

The through movement prohibition also required the placement and removal of traffic control devices (cones) in the test area each morning. In a permanent installation, the signal heads could be modified with a "no through" phase, which would alleviate confusion by drivers and perhaps alleviate the need for the daily installation and removal of the cones.

Enforcement of the restrictions was a labor intensive process. When the test program was first implemented, traffic control officers were also stationed at each intersection which resulted in an initial high compliance rate. Once the officers were removed, the violation rate increased.

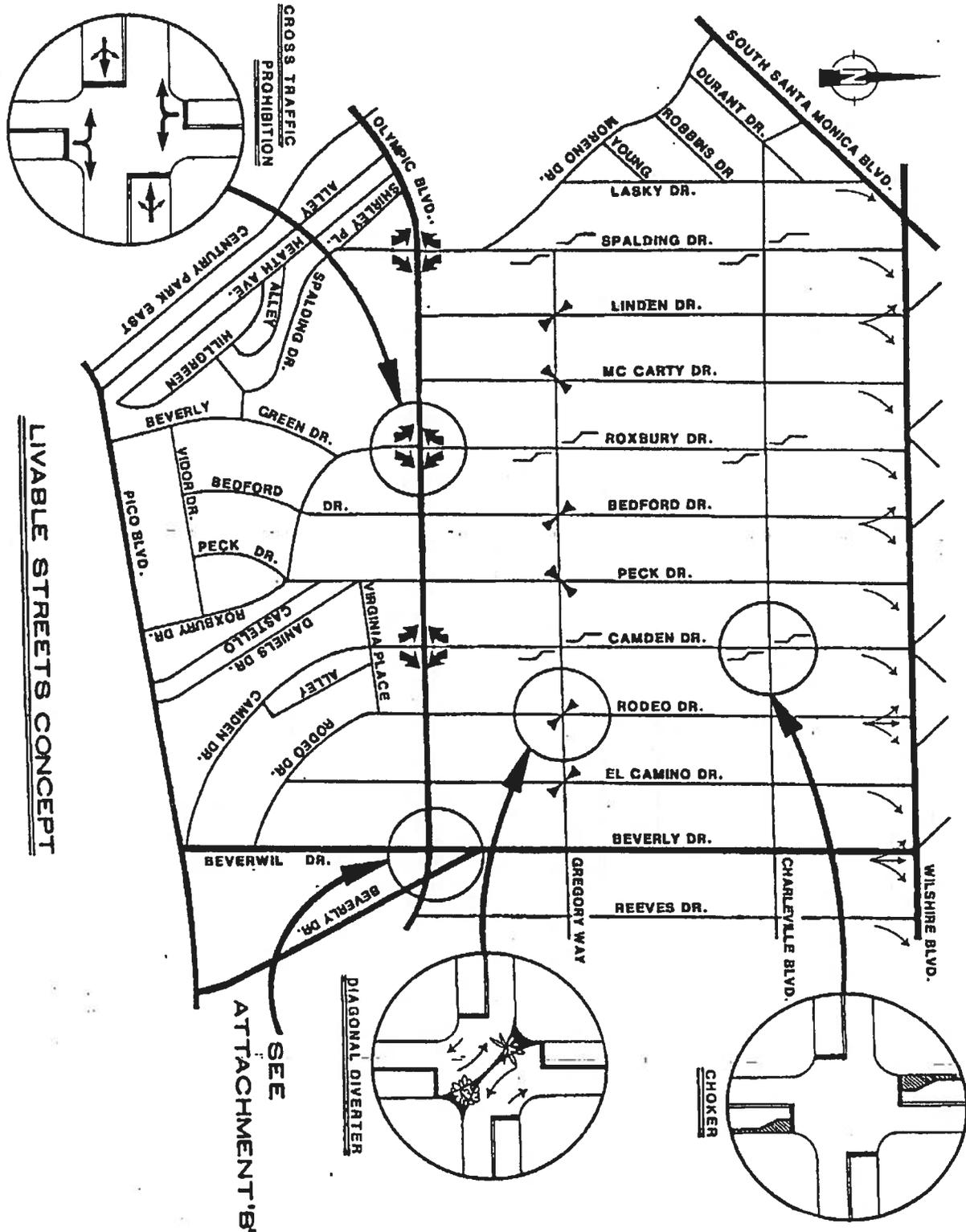
Traffic counts were not collected with the peak restrictions only (i.e., following the removal of the speed humps), although there was discussion regarding testing the turn restrictions without the speed humps and through prohibitions.

Preliminary Discussion

Staff will continue evaluation of the test findings and bring forward a recommendation for Commission consideration at the October 1 meeting.

MR/vt

(tpr47.doc)



LIVABLE STREETS CONCEPT

SEE ATTACHMENT 'B'

- DECEMBER 1990
- The Livable Streets concept for the southwest portion of the City of Beverly Hills includes the following elements:
 - the installation of diagonal diverters along Gregory Way at Linden, McCarty, Bedford, Peck, Rodeo and El Camino (permitting through movements by emergency vehicles and bicycles)
 - the prohibition of north/south cross traffic at Olympic Boulevard at the signalized intersections of Spalding, Roxbury and Camden Drives (turning movements and pedestrian crossing permitted)
 - the installation of 'chokers' along Gregory Way and Charleville Boulevard at Spalding, Roxbury and Camden Drives
 - the installation of speed humps is proposed although specific streets have not yet been identified
 - morning peak hour 'no left turn' restriction from northbound Spalding to westbound Olympic Boulevard
 - evening peak hour 'no right turn' restriction from eastbound Olympic Boulevard to Shirley Place and Spalding Drive
 - prohibition of southbound cross traffic at Olympic Boulevard at Beverly Drive (RTD buses excepted)



ATTACHMENT C



Neighborhood Traffic Management Plan, 1998-2002

In November 1998, staff initiated a traffic calming measures study to address resident requests to minimize commuter cut-through traffic, excessive vehicle speeds, and noise in the project area. The project included the area bordered by South Beverly Drive, Wilshire Boulevard, Doheny Drive and Olympic Boulevard. Similar to the Livable Streets concept, a Neighborhood Traffic Management Plan (NTMP) Committee was appointed by City Council.

The Traffic & Parking Commission recommended a 6-month phased traffic calming test that included traffic islands, traffic circles, approach delineators, high visibility crosswalks near Beverly Vista Elementary, and signage. No traffic calming measures were recommended for Rexford Drive since the street is a designated emergency response lane.

Following nine NTMP meetings, three open houses, and two evening Traffic & Parking Commission Special meetings, the City initiated a test of mid-block islands and traffic circles in September 2002. In October 2002, the Commission recommended immediate removal of the mid-block islands and traffic circles at a Special meeting attended by over 100 residents. The primary complaint by residents was loss of on-street parking.



CITY OF BEVERLY HILLS
TRAFFIC & PARKING COMMISSION

Meeting of August 1, 2002

TO: Traffic & Parking Commission
THROUGH: Maria Rychlicki, Director of Community Relations *mr*
FROM: Liliana Roman, Transportation Planning Technician *lr*
SUBJECT: Neighborhood Traffic Management Plan Update

This report provides an update of the proposed test of the Neighborhood Traffic Management Plan (NTMP).

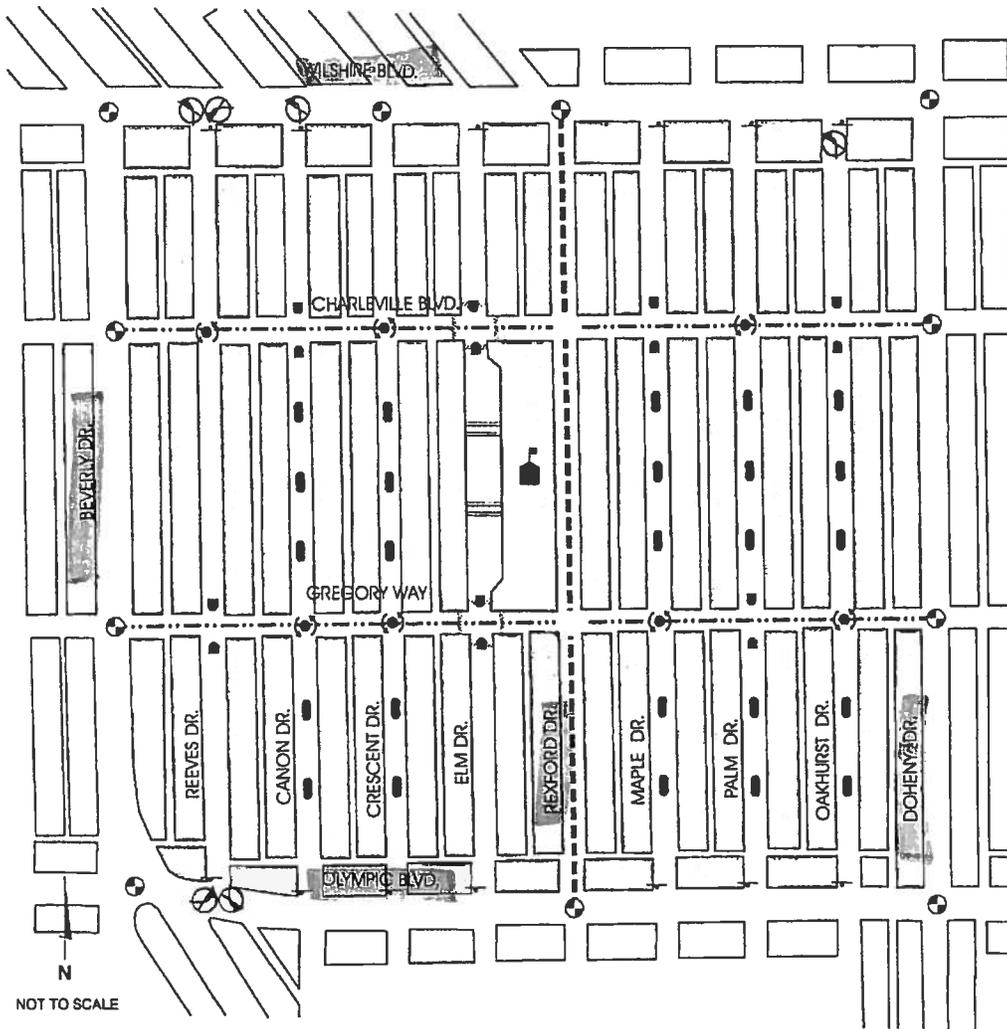
Introduction

At its July 16, 2002 formal meeting, the City Council reviewed the Traffic & Parking Commission's May 14 recommendation for a test of a comprehensive neighborhood traffic management plan for the neighborhood bounded by Wilshire/Olympic Boulevards and Beverly/Doheny Drives. The City Council received a report and powerpoint presentation by Maria Rychlicki, Director of Community Relations and comments and correspondence from interested residents. Traffic & Parking Commission Chair, Brad Robinson also presented a brief report. Traffic & Parking Commissioners Noah Furie and Lou Milkowski were also present in support of the proposal. (See Attachment)

Following discussion, the City Council unanimously recommended proceeding with a six-month test of Phase I of the NTMP. Staff hopes to begin installation of the test materials by September.

Attachment

ATTACHMENT A



LEGEND

EXISTING FEATURES:

-  - Stop Sign
-  - Traffic Signal
-  - Schools
-  - All-Way Stops at All Internal Intersections (not shown on map)
-  - Speed Hump
-  - Major Emergency Response Route
-  - Local Emergency Response Route
-  - Turn Restriction

PROPOSED DEVICES:

-  - Traffic Circle
-  - Pedestrian Island
-  - Speed Table
-  - Midblock Island
-  - High Visibility Crosswalk
- 25** - Speed Legends at All Entries (not shown on map)
-  - Turn Restriction



CITY OF BEVERLY HILLS

TRAFFIC & PARKING COMMISSION

Meeting of April 4, 2002

TO: Traffic & Parking Commission

THROUGH: Maria Rychlicki, Director of Community Relations *mr*

FROM: Liliana Roman, Transportation Planning Technician *lr*

SUBJECT: Neighborhood Traffic Management Plan – Recommendation for a Special Evening Traffic & Parking Commission Meeting

This report provides an update of the Neighborhood Traffic Management Plan (NTMP) Committee's final recommendation to the Traffic and Parking Commission.

Discussion

On March 4, 2002, the NTMP Committee reviewed the proposed modifications to the Plan recommended by Steve Brown of Fehr and Peers Associates that would reduce impact on emergency vehicles' response time without compromising the impacts on commuter vehicles. The results from the Fire Department field tests of the modified plan and a summary of the issues raised at the February 25th community open house were also presented. Attachment I provides a summary of the NTMP Committee's March 4th meeting.

Due to the presence of a large number of residents unfamiliar with the proposed Neighborhood Traffic Management Plan, the majority of the meeting was spent reiterating the Committee's purpose, goals, objectives, and methods. The meeting concluded with a Committee vote of the final elements of the Plan to be recommended to the Traffic and Parking Commission. Eleven voting Committee members were present at the meeting. The Committee voted 10 to 1 to recommend a test of Phase I, which would include:

- Traffic islands on the single family blocks
- Pedestrian islands on the north/southbound intersection approaches where there are no circles proposed
- Flat traffic circles at Charleville Blvd. and Palm, Rexford, Crescent, and Reeves Drives and Gregory Way and Canon, Crescent, Rexford, Maple, and Oakhurst Drives
- Additional red striping at intersection approaches
- No change in the parking configuration on the 100 and 200 blocks of Reeves Drive and the 100 blocks of Canon and Crescent Drives

04/04/2002

Staff is currently researching the effectiveness of flat traffic circles constructed with colored and textured asphalt as compared to raised and landscaped traffic circles and driving experience in other communities that have implemented flat traffic circles. Attachment II is a diagram of the flat traffic circle proposed by Fehr and Peers.

Attachment III provides a map of the proposed Phase I of the Plan.

Recommendation

In response to the confusion expressed by both residents and Committee members at the March 4th NTMP Committee meeting, staff recommends scheduling a special evening Traffic and Parking Commission meeting on April 23, 2002 for Commission review of the NTMP Committee's final recommendation. The meeting would be noticed to the study area, noticed in the Beverly Hills Courier and on the City's public access Channel 10. The meeting would provide an additional opportunity prior to City Council consideration for staff to provide a presentation detailing the projects' history and the progression of the Committee's recommendation to the Commission and interested residents.

Staff will also recommend the proposed phasing for a NTMP Phase I test and proposed test materials. At this time, based on community input, staff recommends that any NTMP Phase I test be implemented in two parts. This would allow for the first part of a Phase I test, to be a test for tolerance of the traffic calming elements prior to the completion of the Wilshire and Olympic Boulevards street resurfacing projects. Part two of the Phase I test would test the actual effectiveness of the traffic calming elements after completion of the Wilshire and Olympic Boulevards street resurfacing projects. Staff also recommends that any traffic calming device be placed on Rexford Drive only if traffic counts indicate that the traffic calming devices on neighboring streets are diverting a significant number of vehicles onto Rexford Drive.

ATTACHMENTS

ATTACHMENT D

NOTICE OF PUBLIC MEETING



Review Process for Traffic Calming Strategies for the Southwest Area and Moreno Drive

Community Development Department - Transportation Planning invites your participation in the review of traffic calming measures for the Southwest Area of the City, including Beverly Hills High School.

MEETING: Traffic & Parking Commission Special Meeting

DATE: Monday, June 20, 2016

TIME: 6:00 P.M.

LOCATION: City Hall, Room 280-A, 455 North Rexford Drive, Beverly Hills, CA 90210

REVIEW: The Traffic & Parking Commission will recommend a review/study process and timeline to evaluate traffic calming measures for the Southwest area of the City, including the high school.

Applicable traffic calming measures for future discussion may include, but are not limited to, installation of retractable bollards on Moreno Drive, peak-hour turn restrictions onto residential streets, and signage.

Following public participation, the Commission will forward a recommendation on viable traffic calming alternatives for the Southwest Area for City Council consideration at a future meeting.

PUBLIC COMMENT: Persons wishing to comment on this item are invited to attend the June 20th Traffic & Parking Commission meeting and/or submit written comments. Please submit correspondence a minimum of 24-hours in advance of the meeting date to allow for routing. Any communication received by the City becomes part of the public record.

By Email: transportation@beverlyhills.org

By Mail: City of Beverly Hills
Community Development - Transportation Planning
455 North Rexford Drive, Beverly Hills, CA 90210

If you would like additional information regarding this proposal, please contact Transportation Planning at (310) 285-1128.

ATTACHMENT E

Traffic & Parking Commission

SouthWest Traffic Calming / Moreno Bollards Correspondence

As of Thursday, June 16, 2016 at 12PM

DATE	ADDRESS
6/16/2016	S. Spalding Drive
6/14/2016	Lasky Drive and Charleville Drive
6/13/2016	No Address Specified
6/11/2016	305 S. MaCarty Drive

Received at May 5, 2016 Traffic & Parking Commission Meeting

DATE	ADDRESS
5/5/2016	South West Home Owners Association
5/5/2016	246 South Bedford Drive
5/5/2016	247 McCarty Drive
5/5/2016	316 South Linden Drive
5/5/2016	218 South Bedford

As of Thursday, May 5, 2016, 8:00AM

DATE	ADDRESS
05/05/16	227 South Bedford Drive
05/05/16	309 South Linden Drive
05/04/16	316 South Linden Drive
05/04/16	226 South Bedford Drive
05/04/16	241 South Linden Drive
05/03/16	231 South Bedford Drive
05/02/16	Durant Drive

WebCBH TRANSPORTATION

From: Janine Cristiano
Sent: Thursday, June 16, 2016 2:05 PM
To: WebCBH TRANSPORTATION
Subject: Traffic Calming Strategies For Southwest Area / Moreno Drive

To Whom It May Concern,

I am a resident on S. Spalding Drive, specifically between the section of the street after the Stop Sign and before Moreno, so a small stretch of the road between the two stop signs. Spalding is used as a thorough fare and cars drive very fast down that street and even between the two stop signs. I believe in part because the street is so wide. It is noisy and dangerous. I would respectfully ask that the committee consider speed bumps on S. Spalding Drive for this reason or for you to take any measures that would minimize traffic and slow it down. The entire area from my section of the street and the high school area on Moreno gets very congested at certain times of the day. With the huge new condominium building (rentals) now built at the end of Moreno, (Moreno and Wilshire), I am concerned that this entire area will experience worse traffic jams than we already have. Your thoughtful consideration to easing this anticipated increase in traffic is appreciated.

Sincerely,

Janine Cristiano
Beverly Hills Resident

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WebCBH TRANSPORTATION

From: Tina
Sent: Tuesday, June 14, 2016 1:42 PM
To: WebCBH TRANSPORTATION
Subject: Traffic complaints

I'm writing this letter because we will be on vacation and unable to attend your June 20th meeting.

Thank you for addressing the problem of traffic on our residential streets. My husband and I have lived on the corner of Lasky Dr. and Charleville Dr. for 25 years. For at least the last 5 years we've been seeing speeding, racing, and very loud cars take over our streets. This started around the same time there was a noticeable decline in regular police patrolling on our streets and alleys. We daily experience cars racing down Lasky Dr., at extremely high speeds, with engine noise so loud it sets off car alarms, we stop talking or watching TV and hardly can spot the car by the time we look to the window. These cars range from Maserati's to small compact cars with tinted dark windows (also illegal I believe) that have modified mufflers and/or engines for "effect". The decibel levels are surely above the legal limit. All of this puts people in danger.

I have on many occasions phoned Beverly Hills Police Department about this problem but have never seen or heard of any change or interest in the matter until hopefully now at this meeting there may be the needed response to it. The phone responses I got from Beverly Hills Police Dispatch asked the time and frequency of these cars racing by, to which I'd answer that there wasn't a set time; their response always was that they must know a time to be able to help in any way. I'd also talked to two separate officers (whose names I'll hold for now) and was told one reason for this new problem is due to the demographics change in Beverly Hills. This leads me to believe our police force isn't then enforcing our traffic laws. The other officer's reply was that some police officers had retired and hadn't yet been replaced to help the force handle this. Perhaps our police department needs more help in handling our growing city.

As I see it, the solution to this worsening problem is to return to regular neighborhood patrols. When a police car is seen it is also a preventative to other kinds of crime. My second solution is to put speed bumps on Lasky Drive.

Thank you for your time reading this and for your efforts in solving this for Beverly Hill residents.

Sincerely,
Christina Suttlemyre

WebCBH TRANSPORTATION

From:
Sent: Monday, June 13, 2016 3:12 PM
To: WebCBH TRANSPORTATION
Subject: Traffic and parking special meeting.

Dear Commission,

There was nothing said of what brought this up. As a homeowner in the southwest area of the city. I believe the Bollard suggestion could confuse people and cause more accidents with people trying to enter at the south end of the high school area. Also, back up the left hand turn line due to the fact that people DO NOT READ the signs up at Century City area and still back up traffic to turn left which is Forbidden!

Speed Bumps although they have them in other areas ONLY SEEMS TO MAGICALLY RISE and I have bottomed my car on them BECAUSE THE HOMEOWNERS SEEM TO GET THEM ADDED TO ON TOP ONCE IN PLACE!. Nothing and no one ever is done to check the height of the bottom of lower cars. I never drive an SUV but I do have a sports car. Unless you want to pay my OIL PAN replacement bill.

I STILL NEED TO get home HOME SAFELY AND I avoid Beverly Drive like the plague. I am on the road at all different times so left turn restrictions are the worst and even my street by the market is already plagued by people turning up it to go north at all different times and my driveway is used by idiots to turn around in and have blocked me from leaving let alone almost hitting me in my own driveway. My driveway has been blocked by those texting or calling on their cell phones. PLUS, I even had some idiot park their rental car and dump it my my driveway leading to me calling the city to get it towed. Possibly a stolen rental. Plus having people maids decide to park in it.

SO, If there are any blocks from my entry into any of the ways I can get home somehow restricted now, I only have one suggestion. A RED CIRCLE STICKER ON OUR LOCALES BUMPERS BUMPERS TO ENTER AT ANYTIME!!!! ALL OTHERS WILL RECEIVE TICKETS AT ANY RESTRICTED TIMES.

All the Best,

Marybeth Berkett

P.S CAPS are enunciation not shouting

WebCBH TRANSPORTATION

From: Sid T
Sent: Saturday, June 11, 2016 3:10 PM
To: WebCBH TRANSPORTATION
Subject: Traffic Calming Strategies for Southwest Area

My wife and I have lived at 305 S. McCarty Drive for almost 33 years. During the first decade, traffic measurements made by Beverly Hills showed McCarty Drive to have the lowest amount of vehicle traffic in The Southwest Area.

However, in the most recent decade, the vehicle traffic on McCarty Drive has risen substantially every year to where it has become unsafe not only to get into-and-out of one's parked car on the Driver's Side, but dangerous to even walk in the street to reach the Driver's Side of one's car, due to the incredible volume of vehicles (often, 5+ vehicles within one minute) traveling on McCarty Drive often at speeds well in excess of 40 miles per hour. Add to this the increasing volume of Trucks, Motorcycles/Mopeds and Bicycles using McCarty Drive and one wonders when, not if, human injuries and deaths will soon make the Headlines of all the media in California and the rest of our nation.

We have a Single-Lane Driveway. I usually use my Disabled Placard to permit me to park on McCarty Drive so my wife may easily exit-and-enter our home without the necessity of having me or her move my car out of our Driveway at oftentimes inconvenient times. Thus, the above "life threatening situation" of getting to my parked car and/or getting in-and-out of my parked car occurs often in our daily lives.

It is my belief that this horrible, "life threatening situation" has deteriorated substantially since Beverly Hills installed the automatic, photo-taking, electronic cameras at the intersection of Olympic Boulevard and Roxbury Drive. The majority of Vehicular Traffic now makes right turns and/or left turns into McCarty Drive from Olympic Boulevard, or makes right turns and/or left turns from Gregory Drive into McCarty Drive to avoid the possibility of huge fines by making an illegal transit photographed at the Olympic/Roxbury intersection.

I have called the Beverly Hills Police Department many times over this past decade to request that a Motorcycle Police Person monitor McCarty Drive south of Gregory Drive to issue citations to motorists accelerating to over 40 miles-per-hour. To my knowledge, the BHPD has never complied even once with these requests.

Thanks, in advance, for your consideration of this e-mailed request and to reduce/eliminate the "life-threatening" situation facing my wife and I every day.

Sincerely, Sid Turkish

Hop

Ken Goldman
By: 5/5/16

Remarks from Ken Goldman, SWBHHA, to the T&P Commission Thursday, May 5.

1. Thanks to you, to the City Council and to Aaron and to Susan Healy-Keene and staff for taking the time and the initiative to do something meaningful to address the current and increasing levels of traffic coursing thru our neighborhood. For almost 4 decades now, the SWBHHA has been active in trying to protect the residential quality of life in southwest BH.

As you know, our area is surrounded by Wilshire Blvd on the north (with cars and employees to and from the triangle and the dept stores); So. Beverly Drive on the east (with its fun and vibrant restaurant and commercial scene); Olympic and the freeways to the south; and by CC immediately to the west.

2. The *immediate problem*, I believe, is the ever increasing peak rush hour deluge of cut-thru traffic from Century City into our residential neighborhood.

But, with longer vision, we also face the additional impacts of new development projects all around us, with growing numbers of cut-through traffic due to the WAZE app, and increasing congestion at major intersections. And, of course, the upcoming repair of Santa Monica Blvd. that will also cause cut-thru traffic albeit temporarily.

But we are very pleased to tell you that we have a complete, quick and extremely cost-effective solution. (HAND OUT FLYER)

3. I would like to suggest that we approach this in a pro-active way in two phases:

FIRST, to immediately address the increasing traffic from Century City in the p.m. peak. Traffic now backs up from the S.M./Wil intersection all the way to Ave. of the Stars from around 4 p.m. or so to 6:30 or 7. Frustrated drivers who don't want to wait thru 5 or 6 signal sequences, turn down Moreno and onto Durant or turn onto Charleville from Little S.M. and proceed eastbound and then cut thru the southwest to go east or to go down on the residential streets to Olympic. Charleville is routinely backed up, sometimes from Spalding to Beverly Drive.

And with the development of

- the 40-story bldg at the corner of Moreno
- The expansion of the Westfield Shopping Center and, I quote, “doubling the current capacity” for parking....which of course means twice the number of cars. 442,000 additional square feet! And the addition of 10 stories of condos at the shopping center
- Two new 40-story residential buildings behind the Century Plaza
- A new _____ catty-corner from the Century Plaza Hotel for which the City of LA granted 500,000

more square footage than the Century City Specific Plan would have allowed.

The Fehr and Peers memo suggests a \$105,000 to \$335,000 study. With all due respect, we know what the traffic issues in the area are and where the cars are coming from and going to and at what times. We think that money could be better used in planning and implementation.

And I don't think it makes sense—at this point-- to install bollards at a cost of several hundred thousand dollars (recalling what it cost the City to put in the bollards at Crescent and S.M.) and then further ongoing expense to have a City person put them up at the desired time and then put them down each day.

- Instead, let's put "No Left Turn" signs (and a red arrow at the Moreno Durant signal) at Moreno and Durant, at Moreno and Robbins and at Moreno and Young for the hours from 4 p.m. to 7 p.m. (the same hours as the parking restrictions on Olympic)
- And a "No Right Turn" sign at Little S.M. and Charleville.

This will keep much of the traffic off Durant, off Charleville and out of the residential area. And at those hours, most of the kids and adults at the high school are gone. But

- But it needs enforcement, particularly at the beginning to get the motorists out of their current patterns.
- In addition, there is substantial and increasing traffic on Linden, Roxbury and the other residential streets as a result of cars turning off Olympic and as a result

of WAZE. The should require “NO LEFT TURNS” eastbound off of Olympic....at least during rush hour.

SECOND-- To plan for and implement an area-wide traffic calming program in the southwest, similar to what West Hollywood has done in 3 residential areas. There are various traffic calming tools available—from cul de sacs, to pedestrian crossings; from humps or lumps to roundabouts and diverters; and many others. Some might be appropriate for our area; others would not be. For example, we should give thought to roundabouts or diverters at various intersections on Charleville and Gregory. I think that would both decrease and slow down traffic in our residential areas and would likely lessen cut-thru traffic on the north-south residential streets. But we ought to get started now, so that whatever measures make sense can be implemented in a proactive manner.

- And one thing we shouldn't forget is to try to improve the flow of traffic along big S.M., Little S.M. and Olympic and the applicable intersections. If that can be helped, it will in turn help reduce cut-thru traffic.
- And, of course, we will need to educate the residents to be sure the City has their support for the program. And our HOA will certainly actively help in this regard.
- I would hope that other residential areas in the City may—in the future—also want and need the solutions we come up with. Historically, the Southwest was the first area that needed and fought for area-wide permit parking to mitigate the

commercial activity around us. And now neighborhoods all over the City have followed our lead with their own efforts to improve the residential quality of life and safety on our streets.

Thank you for your time, attention and hopefully implementing programs to address this increasing threat to our residential quality of life in the southwest.

5/5/16

Stan and Joni Gitlin
246 South Bedford Drive
Beverly Hills, CA 90212

As 44 year residents of the Southwest area of Beverly Hills we are particularly concerned about the direction the city government wants to take us. We enjoy our little enclave within the big city. Most of the time our residential community is very calm.

Just because there is a little more traffic in the early morning and late afternoon during the week, it is no justification to totally destroy and make unpleasant our lovely residential community 24 hours a day for a couple of hours of mild traffic.

Many years ago the city of Beverly Hills spent a lot of taxpayer money to install and test the speed humps in the Southwest area of Beverly Hills. This was met with major dissatisfaction by the residents and the city eventually had to go to more expense to remove the humps.

We lived through the days with a speed hump in front of our house and it was a nightmare. These are some of the issues we discovered with the humps:

- 1) There were cars speeding up to go over the speed humps as drivers learned you feel them less when speeding.
- 2) And then there are cars that drive fast next to the curb because the hump tapers down there. And with this some cars miss the taper and hit the curbs with the possibility of going onto the parkway – an extremely unsafe situation.
- 3) Then there is the extra pollution when some cars slow down then speed up again and spew out nasty exhaust.
- 4) And some cars have squeaky brakes as they slow down before the hump – a very annoying sound.

5) We also experienced gardeners and drivers with open cargo pick-up areas whose equipment bounced up and down going over these humps. Many an evening and early morning we were awakened out of a deep sleep shaking to startling noise of cargo crashing down in the back of these pick-up trucks (our bedroom windows face the street).

6) We then found more cars driving fast down the alleyways making it unsafe to go out and use our trash cans.

7) Emergency vehicles have major difficulty navigating these speed humps and need to slow down when a fast response is needed to save lives.

If the city is concerned about livable streets they should look to regulating the following.

- 1) Stop all the drag racing and drivers with loud mufflers on sports cars cruising up and down South Beverly Drive. Where are the police to stop this? I never see any regulation. It is most unpleasant for the residents to enjoy a nice outside dining experience with all of these loud sports cars.
- 2) These same cars go down South Beverly Drive, turn right at Gregory up the 200 block of El Camino, make a right at Charleville, right at Beverly Drive and circle again. Where is the policy to stop this?
- 3) And talking about livable streets, where are the regulations requiring the vendors and shop keepers to maintain and keep clean the sidewalks in front of their stores and restaurants? South Beverly Drive in particular looks like a pig sty. Has anyone from the city ever walked down this street to see the mess it is?

I am happy to discuss these issues in further detail. You can call me at _____
or by email at _____

I would greatly appreciate your strong consideration of all of the issues presented in this letter.

Sincerely,

*Doni and Stan
Dittin*

Kevin 220A
Sign in @ Officers

Marcia and Gary Hollander
247 Mc Carty Drive
Beverly Hills, CA. 90212

Submitted at the Traffic & Parking
Commission meeting of:

5/5/16
By: Gary Hollander

May 5, 2016
Planning and Development Department
Re: Southwest traffic issues

Dear Board,

I have been a member of the Southwest Homeowners Board for many years and have been living on South McCarty Drive for close to 40 years. Regarding the traffic issues, I believe we need to take into consideration the fact that we live in the center of a very large city and that population density has grown enormously. With that in mind, there will always increasingly be traffic issues. Currently, we see little difference between the traffic on our north south street now and many years ago. Of course there is an increase in traffic during the hour of 4:45 -5:45PM but that is to be expected and accepted. Construction trucks are far more annoying than the one hour traffic problems.

More than 15 years ago, we had humps installed to slow traffic. They proved to be a disaster and were removed. We could not even get out of our driveway because we had no clue how fast the cars would take the humps. Furthermore the acceleration and deceleration and noise were unacceptable to those of us who had the humps placed in front of our homes. We also felt that the police and fire departments were hindered if there were an emergency.

Some members have voiced the thought of pushing traffic off our streets and onto south Beverly Drive. We traverse that street quite often. Traffic is terrible now with people double parking and attempting to park to shop or eat or use the street to drive through our city. More traffic on that street? It would also be a disaster.

Charleville has also been suggested as a street that needs to be calmed. We drive that street Monday through Friday at 7:45 AM and it is completely full. People are driving their kids to the Catholic school or going to the high school. Likewise, traffic increases in the afternoon when school lets out. What do you want them to do? When the hour is finished, things calm down and it is easy to drive on the street.

To imagine that people will drive down Charleville after leaving the new high rise being built north of the high school or the new Century City buildings seems naive. There is a stop sign at every street. The idea of driving is to move as fast as possible to get from A to B. Charleville would not be the answer for that. Most certainly, people would choose Santa Monica, Wilshire or Olympic.

I am for some forms of traffic calming but I believe a great deal of thought must go into the planning. It does not seem fair or correct that a few people will be selected from the Board to be in on the decision making while the rest of the community as well as some of those on the board are left out of these meetings.

Please think wisely and do not let a few members of our community sway you. We all need to be involved.

Marcia and Gary Hollander

Submitted at the Traffic & Parking
Commission meeting of:

5/5/16

By: Jan Block

August 6, 2015

To Whom It May Concern

Re: Application No. 8-2015 – Linden

Our Property Address is 316 South Linden Drive

We were not asked to sign or participate in the petition or survey that was evidently circulated on our street. We lived through "speed humps" that were installed in front of our house years ago. WE ASOLUTELY DON'T WANT THEM AGAIN. The "speed humps" resulted in constant banging and screeching noise, and adversely affected the peaceful enjoyment of our property. Further, after the "speed humps" were installed they were shortly thereafter removed because, almost unanimously, both the property owners whose homes were abutting the "speed humps", as well as those owners adjacent to the abutting properties, constantly complained of the unreasonable noise and inconvenience they caused. Cars would slow down and then speed up when they go to the top of the speed hump. Many times the cars would "bottom out". Because of the bedrooms being in front of our home, we were consistently woken up through the evening. Even if the "speed hump" would be placed between 312-315 Linden, we would still have the same effect.

It is my understanding that police and fire service vehicles do not favor speed humps, and I have been advised that our neighbors across the street, Debbie and Roger Cowen, at 317 South Linden Drive, have also sent in the objection to the installation of the speed humps on South Linden.

WE ARE TOTALLY AGAINST SPEED HUMPS BEING PLACED ANYWHERE NEAR OUR PROPERTY

Cordially

Jan & Alan Block

316 South Linden Drive

Beverly Hills, California 90212

me Phone

From: Joan Isaacs
Subject: Traffic Calming Measures
Date: May 3, 2016 at 11:47 AM
To:

Submitted at the Traffic & Parking
Commission meeting of:

5/5/16

By: _____

I am opposed to speed humps in southwest Beverly Hills. We had them years ago and they were such a disaster that after a few months they were removed.

Joan Isaacs
Isaacs Realty LLC
218 South Bedford Drive
Beverly Hills, CA 90212

WebCBH TRANSPORTATION

From:
Sent: Wednesday, May 04, 2016 8:43 PM
To: WebCBH TRANSPORTATION
Subject: Opposed to speed humps - Southwest BH Traffic Calming Strategies

Hi - I received today a notice of a Traffic & Parking Commission meeting to discuss strategies to calm traffic in the Southwest Beverly Hills area. We have lived at 227 South Bedford Drive since the 1980s.

One of the possible suggestions listed is speed humps. While I am generally in favor of speed humps and other traffic calming strategies, I recall that speed humps were tried on our block a few years back. I don't remember how long ago it was, though.

One of the humps was right in front of our house. Every time a car went over the hump, a loud thump was created, loud enough so that we heard it even when we were inside the house. I don't know whether this was a result of the design feature of these humps, the materials, or what, but the humps were removed in short order because so many people complained.

Please keep this in mind.

I do agree that something needs to be done, though. In particular, rush hour is a nightmare, particularly on Gregory and Charleville between Beverly Drive and Spalding/South Santa Monica Blvd.

Thank you.

Bob Jason
227 South Bedford Drive

WebCBH TRANSPORTATION

Subject: FW: southwesst traffic calming

From:

Sent: Wednesday, May 04, 2016 7:13 PM

To: Martha Eros

Subject: southwesst traffic calming

I live at 309 South Linden. I oppose any speed bumps. Please add me to the list to get notices concerning meetings etc on speed bumps and traffic calming issues.

Jack Levy Inc
Attorney at Law
269 South Beverly Drive #371
Beverly Hills, CA 90212

From: Alan Block
Sent: Wednesday, May 04, 2016 2:59 PM
To: Martha Eros
Cc: Block, Janet
Subject: FW: 316 South Linden Dr.

Martha:

Yesterday I was advised by a southwest neighbor that tomorrow morning there will be a meeting at City Hall to discuss methods to "calm" traffic in the southwest area of the city.

I have lived at 316 S. Linden for the past 32 years and am very familiar with the traffic patterns on our street. For the last few months our street has been subject to much more traffic than usual during the early evening, 5 p.m. to 7 p.m. rush hour traffic hours. I believe this is due to Linden Drive being referenced on the "WAZE" application as a shortcut for drivers going east on Olympic and wanting to go northbound. This may also be true for several other streets between Spaulding and Beverly Dr.

It has been suggested to me, and I would like to suggest that the City look into placing "No Left Hand Turn" signs on Olympic Boulevard for eastbound Olympic drivers between the hours of 5 p.m. to 7 p.m. which I believe will greatly relieve some of the traffic issues in the area.

I do not believe that the installation of "speed humps" will resolve any of the traffic issues that now effect our neighborhood and my wife and I are opposed to the installation of speed humps in front of or adjacent to our homes.

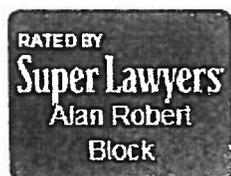
I would greatly appreciate receiving notice of any further meetings or discussions regarding this issue in that we do not receive the same from the Southwest Homeowners Association.

Thank you for your courtesy.

Respectfully submitted,

Alan Block

*Alan Robert Block
Block & Block
1880 Century Park East, Suite 415
Los Angeles, CA 90067*



Judith and John Melnik
226 South Bedford Drive
Beverly Hills, CA 90212

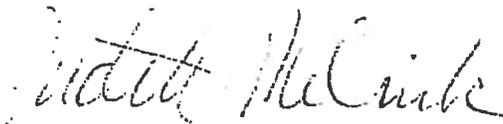
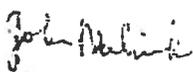
May 4, 2016

TO: Traffic and Parking Commission

Comments:

1. The issue regarding speed humps was addressed many years ago. A public meeting in front of the City Council was held and many people addressed the council. After hearing from the community regarding the noise caused by people speeding over the humps, the inconvenience of parking on the humps, and not finding enough homes to agree to having the humps in front of their own residences, it was agreed by all the council members not to ever revisit this issue.
2. The police and fire departments also spoke against the speed humps as a hazard to performing their jobs! The ambulance people also spoke against speed humps as they would have to slow down and when driving over the speed humps it would shake up the person inside the ambulance!
3. It was brought up that perhaps the city could build the speed humps with spaces on the humps for the tires to fit into in order not to bounce over them. But it was decided that in order to fit the tires in the correct slots they would still have to slow down. It was decided that the width of the fire truck tires would be different from the width of a police car tires making this suggestion ridiculous.
4. The last item that I would like to share with the council is that although Ken Goldman is head of the Southwest Homeowners' Association, he does not speak for all the people in the homeowner association.
5. The council needs to take all these facts into consideration.

Sincerely,



John and Judith Melnik

WebCBH TRANSPORTATION

From:
Sent: Wednesday, May 04, 2016 12:08 PM
To: WebCBH TRANSPORTATION
Cc:

Subject: Traffic Calming Measures

Aaron, I've been unavailable for this issue due to timing conflicts, just returned from out of town and may not be able to attend the meeting tomorrow. I am a resident on South Linden Drive and wish to address calming measures needed on our street.

Because of the traffic light at Wilshire and Linden, and even more so now because of Waze, we Linden residents have such increased traffic that it's sometimes difficult even to exit our driveways. Cars come in 3's, 4's, 5's and even 6's and 7's. This can sometimes include cars turning north onto Linden from either direction on Gregory. The stop sign at Linden and Gregory is not enough to control the flow, not to mention speeders and those who think of residents' cars exiting driveways as pesky obstacles to whirl around. During summer when windows are open, we hear a steady stream of cars, especially in early mornings and evenings, as if we lived on a busy street instead of a supposedly quiet, beautiful residential street.

With the new Crescent Heights complex, the Waldorf Astoria, the expanded Century City mall, the new Century City projects and even the proposed condominium project at Charleville and Little Santa Monica, I can only guess at the impending nightmare to the Southwest area and most particularly to Charleville, Linden, McCarty and Roxbury as so many more cars will cut through to Olympic (and more generally to avoid LSM). I believe 200 Linden and 200 Spalding will take the greatest hits, but Spalding is a wide street. These two blocks of heavier traffic will be followed closely by the 200 block of McCarty and the 300 block of Roxbury as cars turn east from Linden or McCarty to Gregory and then south to Roxbury. The entire Southwest area will be affected.

Thanks so much for your attention and thoughtful solutions. This may require a variety of measures-- including but not limited to no turn signs, limited hours, speed humps, bollards, etc.--but we residents truly need some relief.

Most sincerely,
Margie Blatt
241 So. Linden Dr.

Sent from AOL Mobile Mail
Get the new AOL app: mail.mobile.aol.com

Sent from AOL Mobile Mail
Get the new AOL app: mail.mobile.aol.com

WebCBH TRANSPORTATION

From: Tuchman & Associates
Sent: Tuesday, May 03, 2016 10:28 AM
To: WebCBH TRANSPORTATION
Subject: May 5 Transportation hearing Objection letter
Attachments: 20160503102018.pdf

Please submit the letter to Staff and the file.

AVIV L. TUCHMAN
TUCHMAN & ASSOCIATES
6080 W. Pico Boulevard
Los Angeles, CA 90035

THIS EMAIL IS INTENDED ONLY FOR THE PERSON TO WHOM IT IS ADDRESSED AND MAY CONTAIN PRIVILEGED, PROPRIETARY, OR OTHER DATA PROTECTED FROM DISCLOSURE UNDER APPLICABLE LAW. IF YOU ARE NOT THE ADDRESSEE OR THE PERSON RESPONSIBLE FOR DELIVERING THIS TO THE ADDRESSEE, YOU ARE HEREBY NOTIFIED THAT COPYING OR DISTRIBUTING THIS TRANSMISSION IS PROHIBITED. IF YOU HAVE RECEIVED THIS EMAIL IN ERROR, PLEASE CONTACT US IMMEDIATELY AND DELETE/DESTROY THE MESSAGE AND ANY ACCOMPANYING DOCUMENTS. THANK YOU.

TUCHMAN & ASSOCIATES
ATTORNEYS AT LAW
6080 W. PICO BOULEVARD
LOS ANGELES, CA 90035

May 3, 2016

City of Beverly Hills
Community Development – Transportation Planning
455 North Rexford Drive
Beverly Hills, CA 90210

Attn: Traffic and Planning Commission
Email: transportation@beverlyhills.org

Re: *Notice of Public Meeting*
Discussion of Traffic Calming Strategies for
Southwest Area and Moreno Drive
Date : May 5, 2016

Dear Traffic and Planning Commission:

Our family resides at 231 South Bedford Drive, Beverly Hills, California, 90212. We received Notice of a Public Meeting relating to "Traffic Calming Strategies" for the Southwest Area of the City.

Our family objects to the "Traffic Calming Strategies" currently proposed. We understand there are four categories relating to speed humps and retractable bollards. There needs to be further study of the proposals before any implementation. As to Bedford itself, we do not want speed humps; and if there are speed humps on other streets, then traffic will be diverted to our street, which is objectionable. **Accordingly, any action taken at this meeting is premature.** I will be unable to attend the meeting as I will be in New York during the week of May 5, 2016, however, some of our neighbors will be in attendance.

Thank you for your attention to this matter.

Very truly yours,

TUCHMAN & ASSOCIATES

AVIV/L. TUCHMAN

ALT:rehm
cc:
Adrienne Weitzman

WebCBH TRANSPORTATION

From: Steve Katz
Sent: Monday, May 02, 2016 12:24 AM
To: WebCBH TRANSPORTATION
Cc: Ken Goldman; Aaron Kunz; David Siegel
Subject: "Traffic Calming Measures" at Durant Drive/Moreno Drive

Honorable Members
Traffic & Parking Commission

By way of introduction, our family lives in a duplex on Durant Drive, where we have resided for approximately 13 years. Our family and our neighbors are very concerned about the dramatically increased traffic that will be presented by the nearly completed construction of the condominium skyscraper at the end of our block, and the apparent ingress and egress for that building from and onto Moreno Drive. My family respectfully asks that the Traffic & Parking Committee recommend that the City Council take proactive measures to redirect vehicle traffic to and from the condominium building to/from Santa Monica Boulevard, away from both Durant Drive and Moreno Drive.

While we appreciate that one-way signs that redirect traffic away from Durant Drive and Moreno Drive may appear to provide sensible answers to the problem at hand, our experience in this already congested area of the city indicates otherwise. Our family spends a fair amount of time in the alley behind our home, immediately north of (and parallel to) Durant Drive, as we have a portable basketball net that wheels into the alley and is used regularly. When we are in the alley, we have continually observed -- in periods of 30 minutes or less, on average -- that cars drive westbound in the alley in utter disregard for the one-way signs that inform drivers that only eastbound traffic is legally permitted. In the absence of a visible police officer, we expect that the hundreds of additional drivers that will be residing in the condominium building will be even less inclined to follow traffic signs when hurriedly driving to or from their homes rather than, in much smaller numbers, simply seeking a shortcut through an alleyway.

Thank you in advance for the time and effort you dedicate to the protection of Southwest Beverly Hills residents in this regard, and of our family and neighbors on Durant Drive in particular.

Sincerely Yours,
Steve and Mandy Katz